

HERE and THERE (Continued)**A London-Johannesburg Race**

MR. I. W. SCHLESINGER, the South African industrialist, who controls some seventy companies chiefly concerned with theatres, films, and insurance, has given £10,000 as prize money for an air race from London to Johannesburg, to start on September 15 next, the day on which the Johannesburg Empire Exhibition is to be opened.

The Royal Aero Club has agreed to organise the race, which will be a handicap, with a special prize for the machine making the fastest time. The handicaps are expected to take account of commercial qualities in the aircraft. The course will lie through Cairo, Nairobi, and Salisbury (Rhodesia), and will be about 7,000 miles in length. There will probably be four controls at which landings will be compulsory, with other permissible landing places. The race will be confined to aircraft and pilots of the British Empire, and has the approval of the Air Ministry and the Union Government. Editorial comment on the subject appears on page 590.

The Hungarian Tour

THE annual Hungarian air tour, known as the Magya Pilota Pic Nic, starts on June 13 at Siofok, on Lake Balaton. The route, which is not exactly the same as that of last year, will run by way of Pécs, Mezöhegyes, Debrecen, Hortobágy, and Budapest.

The leader of the Hungarian party will be H.R.H. the Archduke Albrecht.

Participants are warned against flying across the prohibited area to the north of Lake Balaton. The Shell people will be in charge of the fuelling arrangements at the various aerodromes, so pilots should carry their Shell carnets.

The O.U.A.S. Entertains

WHEN Wing Commander C. N. Lowe and Prince A. Obolensky are seen dining at the same festive board, the casual visitor might be excused if he concludes that the occasion of the gathering is a discussion on "How to play right wing three-quarter for England" by two of the most eminent persons who have ever held that position. Then, catching sight of Mr. Sciortino and Flight Lieuts. E. T. C. and H. R. A. Edwards, the visitor might think there was something more watery about the gathering, and might prick up his ears to hear if the guests from Cambridge were muttering anything about the "Home of Lost Causes."

But all such speculations last Friday would have been wrong. That evening the greatest luminaries of the University, the Cabinet, the Air Council, and other distinguished bodies were assembled at Manor Road, Oxford, as the guests of the Oxford University Air Squadron. The order in which those august bodies are mentioned is no insult to the one placed second, for both Lord Swinton and Sir Philip Sassoon (though the latter was unavoidably absent) are Oxford men. In short, this was a very notable gathering.

The speeches were worthy of the occasion. Wing Cdr. Lowe, Chief Instructor of the O.U.A.S., stirred everyone by his summons to Oxford men to take their share in securing the safety of their country. The next war (if ever it came) would, he prophesied, be like a fifty-yards race, in which no one could give a start to anyone else. He asked the members of the Air Squadron candidly if they were fit to take their places in squadron work. What did they know, beyond simple flying on a school machine? He urged them to apply for com-

missions in the R.A.F., the Auxiliary Air Force, or in the R.A.F. Reserve.

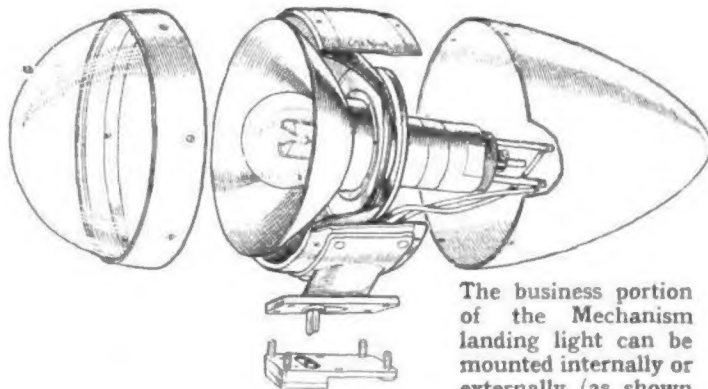
Lord Swinton, Secretary of State for Air, began with his expected witticisms—and very highly enjoyed they were—and went on in very serious strain to describe the problems of expanding the Air Force and arranging for supplies of aircraft and engines. What we were doing to-day was the greatest insurance of peace, and everyone in the country, whatever his views, could and should take a part in it. He, too, called on Oxford to help in promoting the cause of peace.

From talk of world politics the company was then lifted to the plane of purest wit and humour by Col. C. H. Wilkinson, M.C., the Dean of Worcester College. Proposing the health of the Air Squadron, he asked how it could expect any blessings, when the first Lord of the Air had been Lucifer, and his assistant Beelzebub—positions which were now held by Lord Swinton and Sir Philip Sassoon. Wing Commander after Wing Commander reported well on the O.U.A.S., but what manner of men were these Wing Commanders? Park and Lowe, Park and Lowe—it sounded like soft music or a poem by Tennyson. And so on, until at last the party did drink the health of the Air Squadron, and Mr. R. C. Stanley-Baker, speaking, as he said, with the voice of the rabble, gracefully returned thanks.

Accessories from Croydon

AN accessory which met with widespread success immediately after its introduction was the Demec tricolour navigation light, which was described in *Flight* of December 13, 1934. Now the firm of Mechanism, of 6a, George Street, Croydon, Surrey, who introduced it, have produced a new version. Although of similar luminosity, its size and weight are only half those of the original model. It is necessary to undo only one screw to dismantle the parts.

This light (or, more correctly, trio of lights) was only one of the items which *Flight* saw on a recent visit. One of



The business portion of the Mechanism landing light can be mounted internally or externally (as shown here).

the newest of the company's products is an artificial horizon weighing only 1½ lb. It will register a complete roll and requires a comparatively small venturi. Every part of this horizon is made by Mechanism except the ball bearings. A production batch is now going through the shops.

Yet another item was a clock weighing about 6 oz. and provided with a time-of-flight hand and a second hand working from the centre. It is wound from the face.

There was also a landing light which can be mounted internally or externally on an aircraft. It is of the 12-volt type and weighs but 3½ lb. The beam may be arranged to shine in any required direction.

Forthcoming Events

June 6. Official Opening of Gatwick Airport.
June 6-14. Czechoslovakia Aero Club: Tour.
June 7. London Air Park Club: Hanworth Garden Party.
June 13-14. Opening of Brighton, Hove and Worthing Airport: International Rally.
June 13-19. Hungarian Pilota Pic-Nic.
June 27. Royal Air Force Display, Hendon.
July 2-5. Belgian Aviation Clubs: Tour Aerien Belgique.
July 10 and 11. R.Ae.C.: King's Cup Race.
July 18. Portsmouth Aero Club: Isle of Wight Race.
July 23-26. R.Ae.C. Week-end Aerien.
August 1. Cinque Ports Club: Folkestone Trophy Race.
August 1-3. Yorkshire Gliding Club: Open Meeting.
August 2-15. Yorkshire Gliding Club: Instruction Camp.
August 3. Ramsgate Airport: Pou-du-Ciel Race.
August 8. Reading Aero Club: Northesk Cup Competition for Women Pilots.

August 15-30. Yorkshire Gliding Club Open Meeting and Competitions.
August 22. Midland Aero Club: "At Home" and Contact Air Race.
August 29-30. Cinque Ports Club: International Rally and Wakefield Cup Race.
August 29-Sept. 6. British Gliding Association: Annual Competition, Gt. Hucklow, Derbyshire.
August 30. Gordon Bennett Balloon Race, Poland.
September 5-6. Aero Club of Hungary: Week-end Aerien.
September 12. London Aeroplane Club: Hatfield Garden Party.
September 13. Aero Club de France: Coupe Deutsch Race.
September 20. London Air Park Club: Display.
October 25. Aero Club de France: Saigon Race.
November 13-29. Fifteenth International Aero Exhibition, Paris.